

# LAND USE SURVEY & ANALYSIS & LAND DEVELOPMENT PLAN



VALDESE, NORTH CAROLINA

## ABSTRACT

TITLE Land Use Survey and Analysis and  
Land Development Plan, Valdese, North Carolina

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P.O. Box 300, Salisbury, North Carolina 28144

SUBJECT Criteria for Evaluation, Land Use Analysis,  
Land Development Plan, and Implementation of  
the Plan

DATE April, 1968

LOCAL  
PLANNING AGENCY The Town of Valdese, North Carolina,  
Planning and Zoning Board

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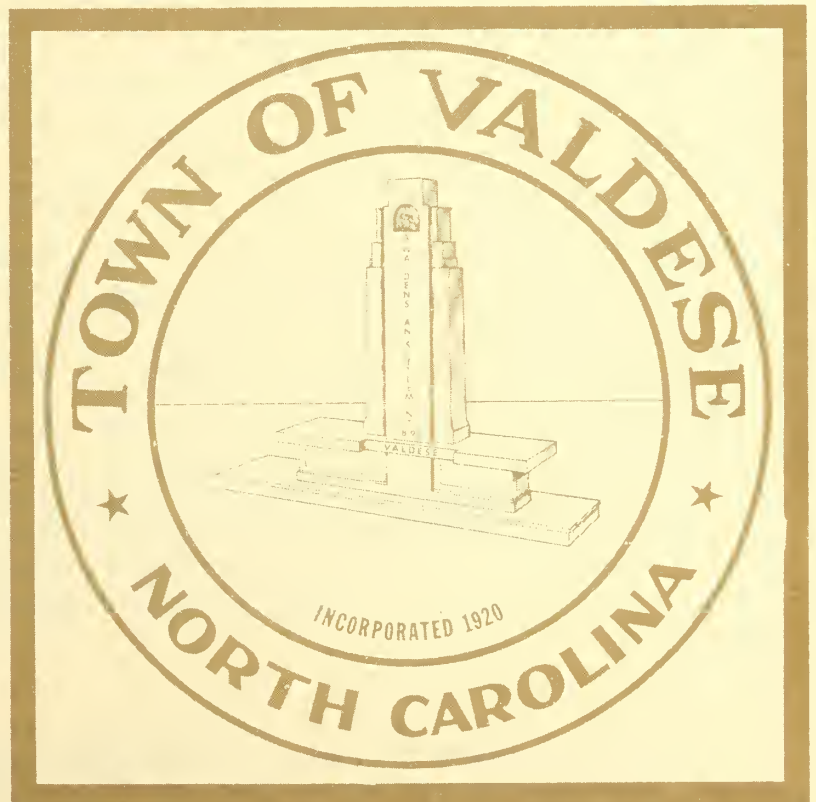
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ABSTRACT The existing land uses within the town and its  
one-mile perimeter area are analyzed as to location,  
extent and condition. Principles and standards of  
good urban development are applied, along with  
expected population and economic trends in the area in  
delineating a comprehensive development plan for the  
next twenty years.

The plan shows the harmonious relationship between  
the expanding manufacturing base and the predomin-  
ately residential character of the area. The  
advantageous recreational possibilities of the area  
are outlined and a thoroughfare plan to serve the  
future needs of the area is provided.

# LAND USE SURVEY & ANALYSIS & LAND DEVELOPMENT PLAN



VALDESE, NORTH CAROLINA

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# INTRODUCTION



# REGIONAL SETTING







## INTRODUCTION

The Town of Valdese contracted with the Division of Community Planning in September of 1966 for technical assistance in planning. The following elements are to be completed during the two-year program:

- Base Mapping
- Land Use Survey and Analysis
- Population and Economy
- Land Development Plan
- Neighborhood Analysis
- \*Zoning Ordinance
- Subdivision Regulations
- \*Public Improvements Program
- \*Community Facilities Plan
- \*Incomplete

Throughout the contract period the services of a professional planner will be available to assist the Planning Board and Town Commissioners with growth problems.

The main purpose of this report is to provide the guidelines upon which sound planning can be based. The social, cultural, financial and physical aspects of land within the corporate limits area and the one-mile perimeter area will be discussed and the stage for the Land Development Plan will be set.

The Planning Area includes the corporate limits and the one-mile fringe area which surrounds the town. Eight study areas plus the central business district (CBD) were delineated to collect land use and housing data. A combination of natural and man-made boundaries, rivers, creeks, roads, property lines and voting wards were selected as boundary markers. Land use and

housing characteristics were collected in a field survey and transferred to the base map. The map was planimetered to get the total acreage for each study area and the acreage in each use. From these figures and the percentages computed from them, as well as the population projections made in the Population and Economy report, future land use needs were ascertained. (Map 2, Study Areas.)

## HISTORY AND GROWTH

Burke County was formed on June 1, 1777, from Rowan County by the General Assembly of North Carolina. Burke County was named after a famous Revolutionary War figure, Thomas Burke of Orange County, who in 1781 became governor of North Carolina. In 1893 the Town of Valdese was settled by a colony of 61 French-speaking families from the Cottian Alps of Northwestern Italy. These people called themselves Waldensians in honor of their Twelfth Century leader Peter Waldo. The Town of Valdese was incorporated in 1920 and today it is the second largest town in the county, next to Morganton.

The original layout of the town and subsequent growth since 1893 can be seen on Map 3. The majority of the growth has taken place on the northeast, northwest and southeast sides of town.

## GEOGRAPHY

Valdese is located in the central part of the western half of North Carolina, fourteen miles west of Hickory and eight miles east of Morganton. The town lies about one-half mile north of Interstate 40, and US 64-70 travels east to west through the center of town. State Routes 1722, 1733, 1734, and 1744 connect the community with Interstate 40, and State Routes 1535 and 1538 (North Church Street) connect Valdese to Drexel to the west.

# STUDY AREAS

VALDESE  
North Carolina

2000' 0 2000'  
Scale In Feet







State Routes 1545 and 1546 connect the town east to west with Rutherford College Community. The main line of the Southern Railroad offers both passenger and freight service to the area.

Valdese is in the Piedmont Plateau portion of Burke County (the remainder of the county is within the Appalachian Mountain Range). The altitude is 1,192 feet compared to a high in the county of 4,450 and a low of 910 feet.

The climate is moderate due to the surrounding mountains which shelter the valley and hold back the periodic outbursts of cold air which move southeastward. The mean annual temperature is about 59°F and the mean annual rainfall is about 50 inches. The average length of the frost-free growing season is about 192 days. Prevailing winds are from the southwest in spring and summer, and from the northeast in fall and winter. The average speed of the wind at the earth's surface is about eight miles per hour.

The soils in the planning area are predominantly Madison Sandy Clay Loam and Cecil Clay Loam types. Both have good permeability and are suitable for septic tank installation. The Madison series are sometimes shallow to rock and could present a limiting factor in the installation of septic tanks. There are numerous patches of Congaree Silty Loam and Talladega Stony Loam along the Catawba River flood plains toward the northern perimeter line. Along McGaillard's Creek on the west and Micol Creek on the east there are a few sections where septic tanks are not recommended because of poor permeability. Since Valdese is located in the Catawba River Basin its drainage pattern is basically northeast toward the Catawba River. Flooding or flash floods are of little consequence; however, urban development along the lowlying streams or drainage areas should be discouraged.

## CRITERIA FOR EVALUATION

When planning for the future it is difficult to foresee what will be taking place ten to twenty years from now. However, the following assumptions concerning the Valdese Planning Area can be made:

1. Local industries and small wholesalers will continue to expand and create additional jobs.
2. Residential construction will continue to fill the gap in the housing supply.
3. Population growth will continue to increase at the present rate.
4. Valdese will continue to exercise a progressive annexation policy.
5. Valdese will continue to strive for efficient government in terms of providing utilities and facilities to potential growth areas.

## GOALS

Goals based on past trends and problems recognized by the community leaders have been formulated for the Valdese Planning Area in order to facilitate planned growth. To eliminate problems and encourage growth incentives, some of the goals are:

1. To conserve and develop safe, sound and attractive residential neighborhoods through proper design practices, provide ample open space and adequate community facilities, and enforce codes and ordinances.



GROWTH SINCE 1893

VALDESE  
North Carolina

1143' 0 1143'  
Scale in Feet



LEGEND

Original Corporate Limits

Annexed 1948 to 1954

Annexed 1956 to 1960

Annexed 1961 to 1968

CITY LIMITS

CITY LIMITS



2. To conserve and develop compact commercial areas offering shopper and convenience goods and assorted services in appropriate locations with due regard to efficient circulation and parking.
3. To establish expansion room and new sites for industry in harmony with community development and good principles of industrial site location.
4. To replan and redevelop areas of the community which have become deteriorated and blighted. To lessen flood damage along the flood plains, or other damage to the natural environment, through zoning controls.
5. To establish an adequate system of major streets and highways in relation to desirable land use patterns, and to provide for the community a high level of community facilities through whatever means are most feasible from the standpoint of service, economy, and governmental organization.

#### PRINCIPLES AND STANDARDS OF GOOD URBAN DEVELOPMENT

There are certain planning principles and standards to which the different types of land uses should adhere. What are good planning principles and standards for residential land uses may not apply to land that is to be used for industrial or business purposes. For the purpose of this report, land has been divided into five classifications (residential, retail trade and services, manufacturing, transportation, and social and cultural). The principles and standards discussed have been used in this report to evaluate the existing land use patterns and program areas for future land usage.



## Residential

Locational characteristics for this type of land should possess the following attributes:

- Should be large enough to maintain its integrity as a residential area, but not too large to seem like a neighborhood.
- Should have enough slope in the topography to give the land character and provide good drainage.
- Should have easy accessibility to employment, shopping and cultural activities.
- Should afford protection to the area from heavy traffic and other incompatible land uses.
- Residential development should be encouraged within the town limits to make use of existing undeveloped land and to insure that the extension of utilities will not be too costly.

## Retail Trade and Services

Commercial land use in the planning area is divided into two categories: the central business district (CBD) and strip commercial developments. There are also businesses scattered in the residential areas, but not in groupings that can be defined as shopping centers. However, principles and standards are listed for neighborhood shopping centers.

The central business district should provide:

- adequate and separate circulation systems for vehicles and pedestrians;
- off-street parking and off-street loading facilities;
- adequate land for greenspace as a means of buffering adjoining incompatible land uses.

Neighborhood shopping centers provide convenience goods such as foods, drugs and personal services to the immediate neighborhood. The following additional qualities should characterize neighborhood shopping centers:

- a site of sufficient area to serve the neighborhood and provide off-street parking space;
- access readily available by means of major thoroughfares;
- buildings grouped so as to operate as one functional unit;
- truck traffic and loading facilities separated from customer traffic.

Strip commercial districts usually involve a variety of commercial enterprises located on major arteries. Sites are often inadequate where freestanding units do not form an integrated whole. This type of development tends to lessen the traffic-carrying capacity of the street upon which it fronts. This type of commercial development should possess the following attributes:

- accommodate mainly those services which are absolutely essential to the travelling public;
- be of sufficient size to provide off-street parking and have entrances and exits which do not impede traffic on the major traffic artery;
- provide for the clustering of these units in preference to intermingling them with incompatible uses;
- provide buffer zones to protect incompatible land uses.

### Manufacturing

The areas programmed for industrial use should have the following:

- sites should be located preferably on land with a slope of not more than five per cent;
- sites should be easily accessible for plant workers (locations near major highways are essential and certain types of industries require railside locations);
- utilities of sufficient capacity;

- off-street loading so as not to congest traffic on surrounding streets;
- prevailing winds should favor the dissipation of smoke and odors;
- landscaping and buffer zones;
- adequate off-street parking and sufficient allowance for future plant expansion.

## Transportation

A brief definition of each type of street and qualitative features are as follows:

Local Streets are designed to serve the traffic volume of the local area involved. They may serve either residential, commercial or industrial areas.

Collector Streets serve the function implied by their name. Land access should be a secondary function of collectors.

Arterials function to move traffic and land access should be a secondary function of arterials.

Freeways are high-speed roads that are access-free and have grade separation interchanges. Freeways have only one function -- to carry traffic.

The circulation system of Valdese should conform to the following basic principles:

- Collector, arterial or freeway-type arteries should follow the boundaries of residential neighborhoods rather than crossing them internally.
- The circulation system should be coordinated with those of adjoining cities and with the State system of highways.
- Major thoroughfares carrying opposite flows of traffic should be provided with median strips.
- Grade separation should be utilized at intersection conflict points and railroads.



- Streets and rights-of-way should conform to the following standards:

	<u>Right-of-way</u>	<u>Travelway</u>
Local streets	50-60 feet	24-48 feet
Secondary streets	60-80 feet	40-48 feet
Major streets	100-200 feet	48-60 feet
Freeways	150-200 feet	48-60 feet

- Abutting property on major thoroughfares should be provided with marginal access roads.
- Major and secondary roads should be landscaped on both sides whenever possible.

### Social and Cultural

Schools. The following minimum site requirements, developed by the National Council of Schoolhouse Construction, are recommended by the North Carolina Department of Public Instruction:

Elementary School: A minimum of ten acres plus one additional acre for each 100 pupils of projected ultimate maximum enrollment.

Junior High School: A minimum of twenty acres plus one additional acre for each 100 pupils of projected ultimate maximum enrollment.

Senior High School: A minimum of thirty acres plus one additional acre for each 100 pupils of projected ultimate maximum enrollment.

Recreation and Open Space. This category covers playgrounds, playfields, parks, and other open spaces. The following concepts should be adhered to in planning recreational areas:

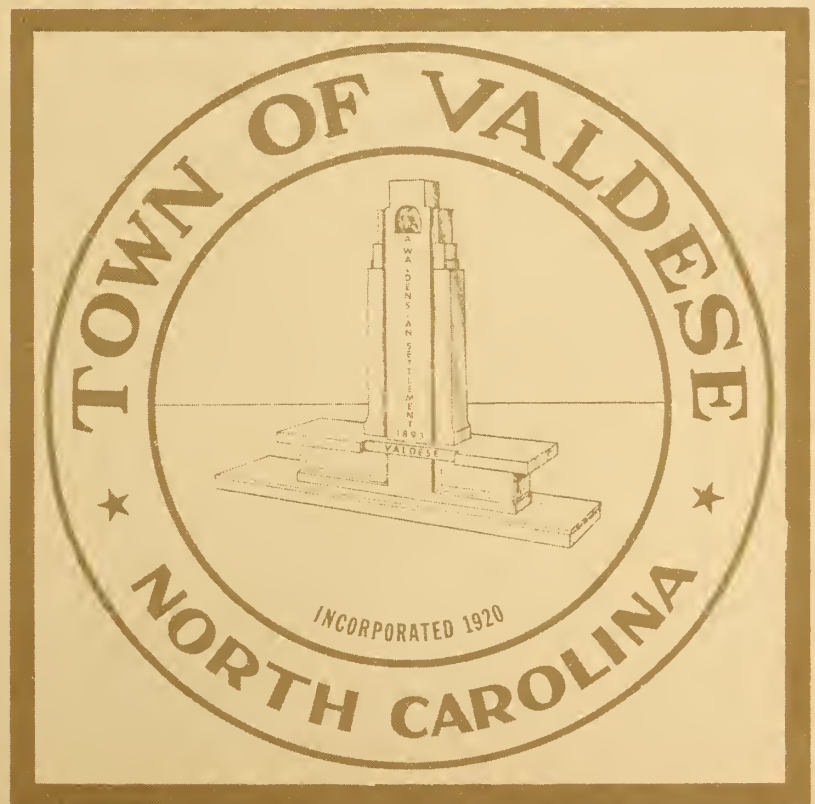
- Site should be large enough and properly located for efficient operation and maintenance. It should be quiet, clean, safe and protected from strong winds, heavy traffic, and undesirable developments.
- Sites acquired in developed areas should entail the least demolition of buildings and dislocation of families.

- Active recreation areas should be separated according to the age groups that will use them and be easily accessible to the public.
- Recreational facilities should be combined with school facilities to serve as recreational and educational centers for neighborhoods or a group of neighborhoods.

Public Buildings. This category includes buildings used for the conduct of government and the furnishing of essential public services. Some of their qualitative requirements are as follows:

- Location should be where they function effectively and yet fit into the general plan.
- Central-type buildings, e.g., city halls and libraries, should be accessible from all parts of the city.
- The design layout should take into account the future growth of the services furnished, adequate parking, employee facilities, general utilities, public comfort, and aesthetic qualities.

# LAND USE SURVEY AND ANALYSIS





## LAND USE ANALYSIS

The Planning Area contains approximately 12.2 square miles of land, with the corporate limits area occupying 2.4 square miles of this land. A discussion of development patterns and problems will be presented relating to each of the five major classifications and various subclassifications of existing land uses. Map 4 illustrates the generalized existing land use and Table 1 gives a detailed breakdown of existing uses by developed acreage devoted to the land uses in the corporate limits area and the fringe area.

### LAND USE CLASSIFICATION

Residential: Structures used as homes for human habitation such as single-family, two-family and multi-family dwellings or apartments, tourist homes and trailer houses.

Retail Trade and Services: Commercial uses were divided into two categories and the second category was further subdivided into two categories:

Retail: Establishments supplying commodities to the general public at retail prices.

Services: Establishments of a business, professional or governmental character which supply general needs of an intangible nature to the public.

Business Services: Repair shops such as automobile garages, radio and TV repair shops.

Professional and Governmental Services: Doctors, dentists, lawyers, realtors, banks and loan companies, accountants, administrative offices of governmental agencies, utilities, and social welfare organizations.

Manufacturing: The mechanical or chemical transformation of organic or inorganic substances into new products whether the products are sold back into the manufacturing process or sold at wholesale or retail, e.g., wood products, furniture and fixtures, textile mill products, chemicals and leather products.

Transportation: Transportation uses were divided into two categories:

Vehicular: Public and semi-public, rights-of-way, including streets, alleys, roads, railroads; also parking lots and transportation terminals.

Non-Vehicular: Routes or rights-of-way for the transmission of electricity and gas.

Social and Cultural: Religious establishments such as churches, temples, synagogues, including their customary accessory buildings. Recreation uses such as playgrounds, golf courses, tennis courts and swimming pools.

The general land use classifications are treated separately here. A commentary will be made on distribution, amounts in acreage and percentage as well as any major land use problems.

#### RESIDENTIAL LAND USE

<u>Residential</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Single-family	450.8	603.4	1,054.2
Multi-family	3.8	2.5	6.3
Trailers	6.5	39.8	46.3
Total	461.1	645.7	1,106.8

Residential land use occupies almost 54 per cent of the developed land within the town limits and approximately 65 per cent and 60 per cent in the fringe area and total planning area, respectively.



# GENERALIZED EXISTING LAND USE

## VALDESE North Carolina

2000' 0 2000'  
Scale In Feet



### LEGEND

Residential

Single Family

Multi-Family

Public Buildings

Manufacturing

Special and Institutional



TABLE 1

## PLANNING AREA LAND USE - ACREAGE AND PERCENTAGE

	Corporate Limits Area			Fringe Area			Total Planning Area		
	Acres	Per Cent of Developed Acreage	Per Cent of Total Acreage	Acres	Per Cent of Developed Acreage	Per Cent of Total Acreage	Acres	Per Cent of Developed Acreage	Per Cent of Total Acreage
Residential:	461.09	53.6	29.7	645.72	64.8	10.3	1,106.81	59.7	14.1
Single-fam.	450.83	52.4	29.0	603.38	60.6	9.6	1,054.21	56.8	13.4
Multi-fam.	3.78	0.4	0.2	2.52		*	6.30	*	*
Trailer	6.48	0.7	0.4	39.82	0.2	*	46.30	2.5	*
Retail Trade:	13.22	1.5	0.8	17.12	1.7	*	30.34	1.6	*
Services:	14.32	1.7	0.8	102.84	10.3	1.6	38.00	2.0	*
Personal	2.00	0.2	0.1	13.19	1.3	*	15.19	*	*
Business	2.24	0.3	0.1	10.67	1.1	*	12.91	*	*
Professional and Governmental	10.08	1.2	0.6	78.98	7.9	1.2	89.06	4.8	1.1
Manufacturing	95.63	11.1	6.2	9.53	0.9	*	105.16	5.7	1.3
Social and Cultural:	52.96	6.2	3.4	43.00	4.3	*	95.96	5.2	1.2
Education	28.00	3.2	0.9	19.00	1.9	*	47.00	2.5	*
Religion and Recreation	24.96	2.9	2.5	24.00	2.4	*	48.96	2.6	*
Transportation	222.97	25.9	14.4	256.90	25.9	4.1	479.87	25.8	6.1
Vehicular	177.33	20.6	11.4	252.95	25.4	4.0	430.28	23.2	5.5
Non-Vehicular	45.64	5.3	2.9	3.95	0.4	*	49.59	2.7	*
Total	860.19	100.0		995.95	100.0		1,856.14	100.0	
Developed	692.24			5,292.82			5,985.06		
Open Land	1,552.43	(2.4 sq. miles)		6,288.77	(9.8 sq. miles)		7,841.20	(12.2 sq. miles)	
Total Acres Per Cent									
Total Acres									
Developed	55.4							23.7	
Vacant	44.6							76.3	

\*Less than 1%

Source: N. C. Division of Community Planning Field Survey, June, 1967



The trend of residential growth, for the most part, seems to be toward the northwest and northeast; however, substantial amounts of new residential development are taking place in the southeast as well. The majority of new growth has taken place in the outer fringe areas of Valdese, although some new growth is taking place on Fountain View Drive on the south side (Study Area 3). In Study Area 1 along Fontaine, Maria and Bienvenue Avenues some new residential construction is taking place.

Multi-family dwellings, i.e., duplexes and apartments, are most numerous in Study Areas 1, 4, 3 and the central business district (CBD), in that order. Study Area 3 within the town proper has the majority of the trailer houses (15 in all), and these are all located on Litton Street too close together. The rest of the trailer houses in Valdese proper are scattered on individual lots. Study Area 4 has 8 trailer houses and Study Areas 1 and 2 have one each. These scattered trailer houses can lead to the establishment of trailer parks which are not properly laid out or sanitized. In the fringe area there is a large number of trailer houses (78), many scattered and others clustered. Study Area 7 has a total of 31 trailer houses and Study Areas 5, 6, and 8 have 18, 17, and 11, respectively.

Mixed land uses tend to create problems of maintenance and amenity. For instance, Study Areas 1, 2 and 4 have a large proportion of commercial and industrial activity along US 64-70. Perhaps this is why so much dilapidated and deteriorating housing is found in these areas.

There are few residential areas in Valdese proper with residential lots of less than 5,000 square feet. Usually, lots in the older sections of a town are smaller than those in the newer sections. For example, the new subdivisions in the planning area have lot sizes ranging from 15,000 to 20,000 square feet. This is true for new homes in the northwest and southeast areas.

One of the major goals of city planning is to insure a decent standard of privacy, light and air. Many of these amenities are denied when citizens cannot afford adequate, well-spaced housing. An example of closely built housing can be found in Study Area 4. Housing this dense creates environmental and social problems for the town. (See Valdese Neighborhood Analysis Report). Examination of Table 2 illustrates that the town and the fringe areas are not overcrowded except for a few isolated areas, e.g., along Maple, Cedar, Spring, House, Litton, and Woodland Streets. The average density for Valdese proper is 1.8 housing units per acre of residentially developed land, and approximately 1.4 housing units per acre of residentially developed land within the fringe area. Trailer clusters have the highest density for developed land in the planning area.

TABLE 2 HOUSING DENSITY BY TYPE OF UNIT, VALDESE, N. C.

	Number of Units	Acreage	Average Number Housing Units per Acre
TOWN PROPER			
Single-Family	815	450.8	1.8
Multi-Family	2	3.8	0.5
Trailer House	26	6.5	4.0
Total	843	461.1	1.8 (average)
FRINGE AREA			
Single-Family	804	603.4	1.3
Multi-Family	1	2.5	0.4
Trailer House	78	39.8	1.9
Total	883	645.7	1.4 (average)
TOTAL PLANNING AREA	1,726	1,106.8	1.5 (average)

Source: Division of Community Planning, July, 1967

The largest block of vacant land is to the east in Study Area 6; however, this land is owned by Duke Power Company and probably will not be developed residentially, but could be leased for future industries. Study Areas 3, 5, 6, 7 and 8 are only partially developed. In fact, all these areas have more than half of the vacant land. Certain development problems will have to be faced in the southeast and west (Study Areas 7 and 8) because of the mountainous terrain, but this type of rolling topography is conducive to lovely residential neighborhoods where a variety of housing can be built.

TABLE 3	PER CENT OF STANDARD AND SUBSTANDARD DWELLING UNITS, VALDESE AND SELECTED TOWNS IN NORTH CAROLINA	
	Standard Dwelling Units	Substandard Dwelling Units
Valdese	87.7	12.3
Drexel	72.4	27.6
Urban North Carolina	79.9	20.1
Urban United States	81.4	18.6

Source: U. S. Census of Housing, 1960

It should be remembered that the classifications used by the U.S. Census Bureau are based largely on plumbing facilities, whereas the classifications used by the Division of Community Planning were based mainly on the external appearance. Even so, Valdese still rates quite low in the percentage of substandard housing. (The "deteriorated" and "dilapidated" classifications are referred to as substandard.) Housing conditions in the planning area were evaluated for the purpose of this report by a "windshield survey." No attempt was made to conduct a detailed survey of all housing. The following criteria were used to evaluate housing quality:



Standard. Structures with only slight defects normally corrected during the course of regular maintenance. Examples of slight defects are: lack of paint, small cracks in exterior of chimneys, cracked windows, and broken gutters or downspouts.

Deteriorating. Structures that need more repair than would be provided in the course of regular maintenance. Such structures have one or more defects of an intermediate nature that must be corrected if the unit is to continue to provide safe and adequate shelter. Examples of intermediate defects are: holes or open cracks; rotted, loose or missing materials over a small area of the foundation, walls or roof; shaky or unsafe porch steps or railings; several broken or missing window panes; and small areas of broken or loose roofing.

Dilapidated. Structures that do not provide safe and adequate shelter and in their present condition endanger the health, safety, or well-being of the occupants. Defects are either so critical or so widespread that the structure should be rebuilt or razed. Examples are: holes or open cracks; rotten or loose material (siding, shingles, bricks, concrete, tile, etc.) over a large area of the foundation; sagging floors, walls or roof; and extensive damage by storms, fire, floods, and so forth.

Study Areas 4, 5, 1 and 8 have the majority of the sub-standard housing in the planning area, with 24%, 18%, 16% and 12%, respectively. Approximately 3% of the entire planning area housing is unfit for human habitation. However, when compared to a certain Study Area like Number 4, the percentages jump -- 8.3%. The Town of Valdese has adequate codes to stop the spread of blight. All the town has to do is administer these codes and enforce them adequately. (Map 5 illustrates areas of deteriorating and dilapidated housing.)

### Residential Land Use Problems

1. A large number of substandard dwellings, many in Study Areas 1 and 4, are of cheap original construction and have been poorly maintained.
2. Many residential lots have substandard accessory structures.
3. Lack of controls over placement of mobile homes.
4. An intermixture of land uses in some parts of town.
5. Lack of adequate buffering between the Southern Railroad, the industrial uses and adjacent residences.
6. Unpaved, narrow and poorly platted streets in many residential areas.
7. Deadend streets with inadequate turn-around space.
8. Lack of low-income housing (including apartments).

### Recommendations

1. Incorporate provisions regulating mobile home parks in the revised zoning ordinance.
2. Inaugurate fix-up clean-up campaign for Study Areas 1 and 4.
3. Establish "buffers" between residential and non-residential areas.
4. Discourage the extension of strip commercial development wherever possible -- particularly along US 64-70.
5. Pursue Federally-assisted public housing program. Public housing is governed by a local housing authority (usually five members appointed by the town's governing body) which selects sites upon which public housing will be built, retains architects and engineers to draw up design plans, and awards contracts for the construction of the low-rent units. When the units are available for occupancy, the authority will adopt policies governing admission and occupancy.

Congress has authorized the Housing Assistance Administration (a part of the Department of Housing and Urban Development) to make Federal loans up to 90% of the cost of development to local authorities to aid in preliminary planning, site acquisition and construction. When the project is nearly completed, the local housing authority sells bonds publicly and repays all Federal loans, plus interest. The cost of low-rent public housing is paid for by the rent from the tenants and continuing financial support from the Federal Government to insure the low-rent nature of the program. (The Town has already embarked on a public housing program.)

**AREAS OF SUB-STANDARD  
HOUSING**

**V A L D E S E**  
North Carolina

2000' 0 2000'  
Scale in Feet







## RETAIL TRADE AND SERVICES LAND USE

<u>Retail Trade and Services</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Retail trade	13.2	17.1	30.3
Personal service	2.0	13.2	15.2
Business service	2.2	10.7	12.9
Professional service	2.0	--	--
Governmental services*	8.1	79.0	89.1
Total	27.5	119.0	147.5

\*Governmental services acreage such as water plant, sewer plant, landfill site, and the impounding lake were added here for convenience. However, when projecting future land use acres they will be projected with manufacturing acreages.

### Retail Trade and Commercial Services

Valdese has many areas devoted to commercial use, but the central business district serves as the focal point of commercial, financial and governmental activity in the town. For the purpose of clarification, it must be noted that the acreages (24.9) and percentages (1.4) compiled for the CBD indicate the predominant use which occurs on the first floor. The second floors consist mostly of apartments, insurance and law offices, storage space and vacant space.

Some 27 acres within the corporate area are taken up by retail trade and commercial services. Of this total, commercial services represent approximately 14 acres. Together, both categories constitute about 3.2 per cent of the developed acreage in the town proper.

Retail trade outlets are scattered throughout the town's residential districts as well as spotted throughout the fringe area. These are referred to as "spot" or "strip" commercial. The fringe area has about 120 acres of land devoted to commercial and service uses. Of this total, some 79 acres



are public lands, i.e., landfill site, sewage treatment plant, etc. Percentage of retail and service uses is 11.6 of the developed land in the fringe area.'

#### Spot or Strip Commercial Areas

Spot or strip commercial areas are ideal for some types of highway businesses; however, the trend today is toward grouping these business uses into planned shopping and service centers with adequate parking facilities. The strip commercial sprawl along US 64 and 70 beyond the CBD adds confusion and congestion along this major thoroughfare. The lack of adequate parking space along this road for business uses is notable. Traffic movements are very difficult, especially near the more congested CBD. When the textile mill workers enter this traffic at 5 o'clock the congestion becomes almost unbearable. Further spot or strip commercial development in Study Area 6 along SR 1001 in the vicinity of the Rutherford College Community should be discouraged. Zoning will help to group compatible land uses and alleviate some of the confusion.

#### The Central Business District

The central business district contains ten retail uses, eight service uses, two manufacturing uses, one governmental use and one social use. Valdese's central core area is "slipping" in some ways and will probably continue to do so until the merchants take more interest in the appearance of their businesses. There is also a lack of off-street parking, and in some areas on-street parking should be eliminated.

The street pattern of the CBD is poor, but it can be made more functional. Valdese has adopted a thoroughfare plan which was approved by the North Carolina State Highway Commission on December 5, 1963. If this thoroughfare plan is executed much

of the congestion will be relieved by an inner loop around the CBD. However, until this is done the town will continue to have poor circulation in the core area.

Many of the large space-consuming retailers who occupy land in the central core, e.g., the motor companies and service stations, etc., will find it more convenient eventually to operate on major arterials outside the CBD. This will allow more parking space and adequate setbacks.

Services account for 1.6 per cent of the total developed land within the town proper, 20.5 per cent in the fringe area, and 8.4 per cent in the total planning area. Some service uses can properly be located in residential areas. The same basic problems affecting retail businesses affect services, that is, inadequate setbacks, lack of off-street parking, and some appearance of blight.

#### Problems

1. Poor traffic circulation within the central core (CBD).
2. Lack of adequate off-street parking and loading spaces.
3. Blighted appearance in the CBD as well as in outlying commercial areas throughout the planning area.
4. Intermixture of commercial and industrial uses in Study Areas 1 and 4.

#### Recommendations

1. Local merchants and other civic-minded individuals should organize a Downtown Improvement Association to update the CBD.
2. The town or merchants should provide off-street parking spaces in the central business district.
3. Provide buffers between commercial, industrial and residential land uses.
4. Discourage spot and strip commercial areas from spreading.
5. Encourage shopping centers where possible, i.e., a small neighborhood center serving a population of 1,000 or more on two to five acres of land.

## MANUFACTURING LAND USE

<u>Manufacturing</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Total acres	95.6	9.5	105.1

Approximately 11 per cent of the developed acreage within the town proper is devoted to manufacturing uses, in the fringe area 2 per cent, and in the total planning area 6 per cent. Generally, a rule of thumb average for manufacturing uses in most towns amounts to about 10 per cent. Valdese is above the average in this land use category. The seven largest manufacturing concerns in town are: Alba-Waldensian Hosiery Mill, Valdese Manufacturing Company, Crestline Furniture Company, Burkyarns, Waldensian Hosiery Mill, Waldensian Bakery, and Valdese Weavers. These seven occupy about three-fourths of the developed manufacturing acreage.

The majority of the large manufacturers are located next to the Southern Railroad right-of-way, while the others are along US 64-70. The small industries located in the fringe area have not been tied in with town utilities such as water and sewer facilities.

The trend for industrial uses is toward outlying locations where ample vacant land is available for one-story plant expansion with adequate facilities, parking and landscaping. So far, this trend has not materialized in the planning area; but, there is a good possibility that it could. For instance, vacant land is available in the northeast quadrant which is in single ownership and could possibly be leased from Duke Power Company for industrial sites. This particular area on SR 1546 would be an ideal location for an industrial park. It has a 12 inch water line nearby, and Interstate 40 offers great potential for drawing new industrial plants into the planning area.

The majority of the industries in Valdese are located in Study Areas 1, 2 and 4, with Study Area 1 having 42.2 acres of land devoted to manufacturing. The industrial uses found in the above study areas have created many problems, i.e., mixed land uses, rundown blighted dwellings, heavy traffic, etc., but such industries are obviously indispensable.

#### Problems

1. Access problems of existing manufacturers.
2. Industrial uses having inadequate sites for future expansion.
3. Mixed land uses around industrial sites with no provision for buffers.
4. Lack of adequate access to vacant fringe area parcels which could be developed industrially.
5. Local government has not preserved prime industrial tracts within the fringe area (extraterritorial zoning jurisdiction presently unused).
6. Utility problems in the fringe areas.

#### Recommendations

1. Establish an Industrial Development Commission.
2. Improve traffic circulation (proceed to implement the adopted thoroughfare plan).
3. Inaugurate clean-up fix-up campaign for industrial areas.
4. Extend water and sewer lines to the northern quadrant.
5. Protect good industrial sites through zoning.



## TRANSPORTATION

<u>Transportation</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Vehicular: Streets, roads and railroads	177.3	23.0	430.3
Non-vehicular: Parking spaces, substations, etc.	45.6	4.0	49.6
Total	222.9	27.0	479.9

Streets, roads, railroads, parking spaces, etc., rank second in total acreage of all developed land uses. In Valdese approximately 26 per cent of the developed land is devoted to transportation. The same percentage holds true for the fringe area and for the entire planning area. The following illustrates the number of acres in unpaved and narrow streets.

	<u>Acres of Unpaved Streets</u>	<u>Acres of Narrow Streets</u>
Town Proper	19.9	43.1
Fringe Area	38.9	68.9
Total*	58.8	112.0

\*Division of Community Planning field survey  
April, 1967

Unpaved and narrow streets tend to bring about the deterioration of a town. Residential properties which front on such streets often tend to become rundown. Home owners lose pride in keeping their homes clean, painted and repaired. Vehicle and pedestrian accidents are more likely to take place on such streets. Study Areas 2, 3, and 4 have a good share of them as do Study Areas 5, 6, and 7 in the fringe area.

Most cities have about the same percentages in streets, roads, alleys, etc., as does Valdese. In most instances Valdese has been fairly well laid out. The topography has created many problems, but this could not be helped. However, such cases as



double-frontage lots and short jogs in street layouts should be ruled out in all future subdividing in the planning area. Another problem seems to be the lack of continuity in many of the local streets, mainly adjacent tracts which have not been coordinated with earlier subdivisions. There has been no overall coordination of a master street plan -- as illustrated in Study Area 1 by such streets as Harris, Fontaine, Maria, Bienvenue, Briggs and Stillwell. Similar situations can also be found in the fringe area. Many of these problems came about because developers tried to keep a rigid gridiron street system which did not take advantage of natural terrain. The lack of subdivision control brought about some substandard street layouts.

#### Average Daily Traffic Counts

US 64-70 and Interstate 40 are the three most heavily travelled thoroughfares in the community. North Church Street (SR 1338), South Praley Street and Carolina Street are heavily travelled with local traffic. These streets, along with traffic volumes on US 64-70 have a combined total of 20,860 vehicles passing over them each 24 hours. Traffic flow is shown on Map 6.

#### Problems

1. Poor subdivision platting in some cases.
2. Deadend streets with inadequate turn-arounds.
3. Many streets and roads need widening, paving, curb and gutter, and sidewalks.
4. Several awkward intersections and bad curves.
5. Lack of off-street parking in the central business district and along US 64-70 outside the CBD.
6. Elimination of on-street parking, particularly along Connelly Street in certain areas of the CBD.
7. Lack of sidewalks, especially leading to the High School.

## Recommendations

Valdese has several tools by which it can improve and strengthen the road network around town.

1. Traffic Engineering. Valdese's consulting traffic engineer can suggest improvements in circulation as well as proposals for widening, paving and opening streets and roads in the Valdese Planning Area.
2. Subdivision Regulations. Subdivision regulations are used by planning boards and town boards as a guide for subdivision development. They are enforced by withholding the privilege of public recordation of plats that do not meet the established requirements for design standards, such as arrangement and width of streets, the width and minimum size of lots, setbacks and utility easements. Improvement standards may include the provision of paved streets, curb and gutter, water and sewerage facilities and even sidewalks. Monumentation standards include an accurate survey of the property and the placing of control corners. Valdese's Town Board adopted Subdivision Regulations in April, 1967.
3. Zoning. Zoning is an exercise of the municipality's power to protect the health, safety and general welfare of the town's people. Zoning is the division of a city into districts within which the height and bulk of buildings, the percentage of a lot that may be occupied by structures, the density of population, and the use of buildings and land for industrial, commercial and residential purposes is controlled. It also provides for sufficient off-street parking spaces. Valdese's present zoning ordinance will be revised soon after the completion of the Land Development Plan. This ordinance will also apply to the outer fringe area.

## SOCIAL AND CULTURAL

<u>Social and Cultural</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Education	28.0	19.0	47.0
Religion and Recreation	25.0	24.0	49.0
Total	53.0	43.0	96.0

AVERAGE DAILY  
TRAFFIC VOLUME

VALDESE  
North Carolina

2000' 0 2000'  
Scale In Feet  
2"



TRAFFIC VOLUME SOURCE :  
BY N.C. HIGHWAY COMMISSION  
1966







This classification of land uses occupies 6.2 per cent of the developed acreage within the town proper, about 4.3 per cent in the fringe area and 5.2 per cent in the total planning area. This is a rather low percentage when compared to some other North Carolina towns. A higher emphasis should be placed on the physical and spiritual needs of the community. Valdese has very few recreation areas where citizens can enjoy their leisure time. While the establishment of a Recreation Commission to supervise recreation activities in Valdese is desirable, the lack of such a commission has not prevented the establishment of a community center and a few other recreation facilities (ballfields, etc.).

The recreation facilities in town consist of a community center which offers swimming, bowling, tennis, basketball and other indoor activities. The center is in Study Area 2, Massel and Laurel Streets. The Corson Spencer Field is used mainly as a ball park and is located just off the Southern Railroad right-of-way in Study Area 1. (This ball park is owned and maintained by the Alba-Waldensian Hosiery Mill.) The town does have plans to build an amphitheater near the site of the elementary school located on North Church Street in Study Area 1.

The largest users of land in the social-cultural category are the two schools located in Study Area 1. The Valdese Elementary School and the Francis Garrou High School occupy approximately 28 acres on North Church Street and Connelly Street, respectively. The other large users are the Rutherford College Elementary and High School, various churches and clubs, and the Valdese General Hospital.

A nationally accepted standard for measuring the adequacy of the recreational acreage is that of the National Recreation Association which suggests one acre of park or playground for every 100 persons in the population. The Valdese Planning Area,



with an estimated population of 4,510, has 49 acres devoted to recreational use and therefore exceeds this standard; however, the majority of the acreage is in one or two areas -- Study Areas 3, 4, 5, 7, and 8 have no parks or playgrounds of their own.

#### Problems

1. The planning area lacks adequate recreational facilities for Study Areas 3, 4, 5, 6, 7, and 8.
2. The lack of an organized recreation commission.
3. Inadequate and unattractive parking spaces near the Corson Spencer Field in Study Area 4.
4. The lack of small playfields, or tot lots for small children.

#### Recommendations

1. Establish a recreation commission and or department.
2. Establish small playfields or tot lots in the neglected areas.
3. Look into the Recreation Enabling Act of 1945. This Act allows any town in North Carolina to support a recreational program through a property tax levy, providing the citizens vote in favor of such a tax. The tax may be not less than three cents nor more than ten cents for each \$100 of assessed valuation.
4. Investigate ways and means of acquiring recreational areas through gift or purchase of land, subdivision regulations, dedications, or other techniques.

AREAS CONOUCIVE TO  
FURTHER DEVELOPMENT

VALDESE  
North Carolina

2000' 0 2000'  
Scale in Feet



LEGEND

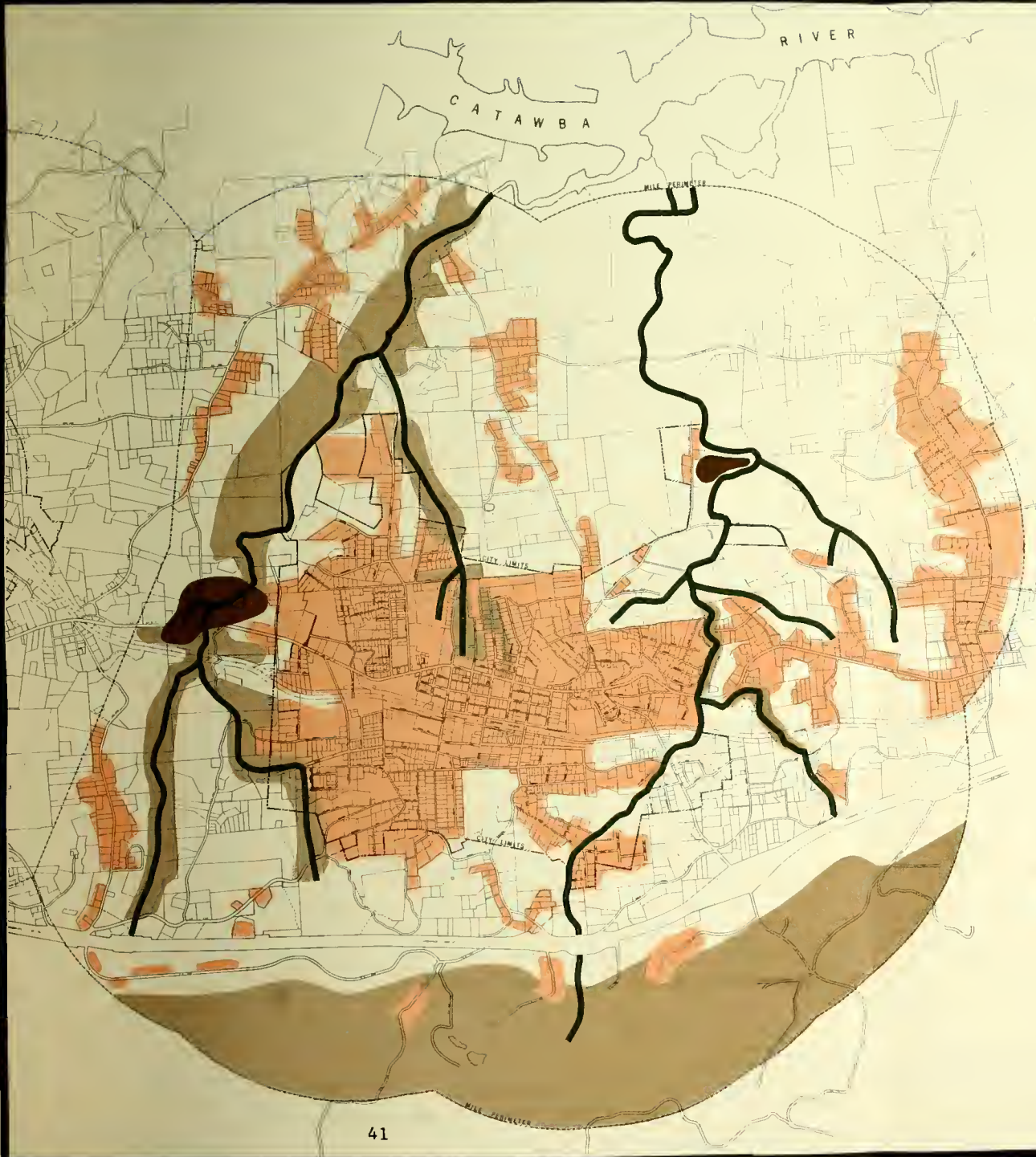
- Prime Residential
- Prime Commercial
- Prime Industrial
- Prime Recreation
- Low Density Residential



AREAS SUSCEPTIBLE TO  
FURTHER DEVELOPMENT



# AREAS PROHIBITIVE TO FURTHER DEVELOPMENT



VALDESE  
North Carolina

2000' 0 2000'  
Scale In Feet



## LEGEND

- Developed Areas
- Relief and Drainage Problems (Slopes 15% +)





VACANT LAND AND  
FUTURE POTENTIAL

<u>Vacant Land</u>	<u>Acres within Town Limits</u>	<u>Acres within Fringe Area</u>	<u>Acres within Planning Area</u>
Open, vacant or farm land	<u>692.2</u>	<u>5,292.8</u>	<u>5,985.1</u>

Vacant land is undeveloped either because of a lack of demand, or because the owners have no desire to sell or develop it. The planning area has approximately 76 per cent of the total land in undeveloped acres. This breaks down into 692 acres (44 per cent) within the corporate limits, and 5,293 acres (84 per cent) in the fringe area. Study Area 5 has the highest percentage of vacant land (27 per cent). Study Areas 6 and 7 each has over 20 per cent vacant. Thus, about three-fourths of the undeveloped land lies in the fringe area and most of it lies in an arc from the northwest to the southeast.

Map 7 points out portions of the planning area which are non-conducive to further development. Such characteristics as wet lands, unsuitable soils, physiography, relief and drainage problems are reflected on the map. The two main streams, McGalliard Creek on the northwest and Micol Creek on the northeast, also have limiting effects on the development. The mountainous terrain along McGalliard Creek on the west limits future development primarily to single-family detached homes on large lots. This same characteristic is also prevalent in the area south of Interstate 40, but with the use of curvilinear street patterns which utilize the natural terrain, beautiful home sites could be developed.

The overlay to Map 7 illustrates some of the factors that influence development such as:

- Good transportation facilities, i.e., US 64-70, Interstate 40, Southern Railroad, and State roads throughout the planning area.
- Available electrical power by Duke Power Company.
- Available natural gas by Carolina Natural Gas Corp.
- Prime residential, commercial and industrial areas located within a one-half mile radius of water and/or sewer facilities.
- Outstanding recreational areas which could be developed.

The factors of development within the planning area are discussed in the Land Development Plan. With the guidance of the Valdese Planning Board, selected land uses will be chosen according to the highest and best use of the land.

#### Problems

1. Much of the vacant land has a rolling terrain and is cut by a number of drainage areas.
2. In the southeastern and southwestern quadrants (Study Areas 7 and 8) the general lay of the land is mountainous.
3. Large tracts of vacant land are owned by Duke Power Company and are not for sale; however, there is a possibility that the land can be leased on a long-term basis for industrial purposes.

#### Recommendations

1. It is recommended that the gridiron pattern be abandoned in the southern quadrants and that curvilinear street patterns be applied to these hilly areas. If such a procedure is utilized, the fringe areas will be more desirable and a high type of development can be realized.

## SUMMARY

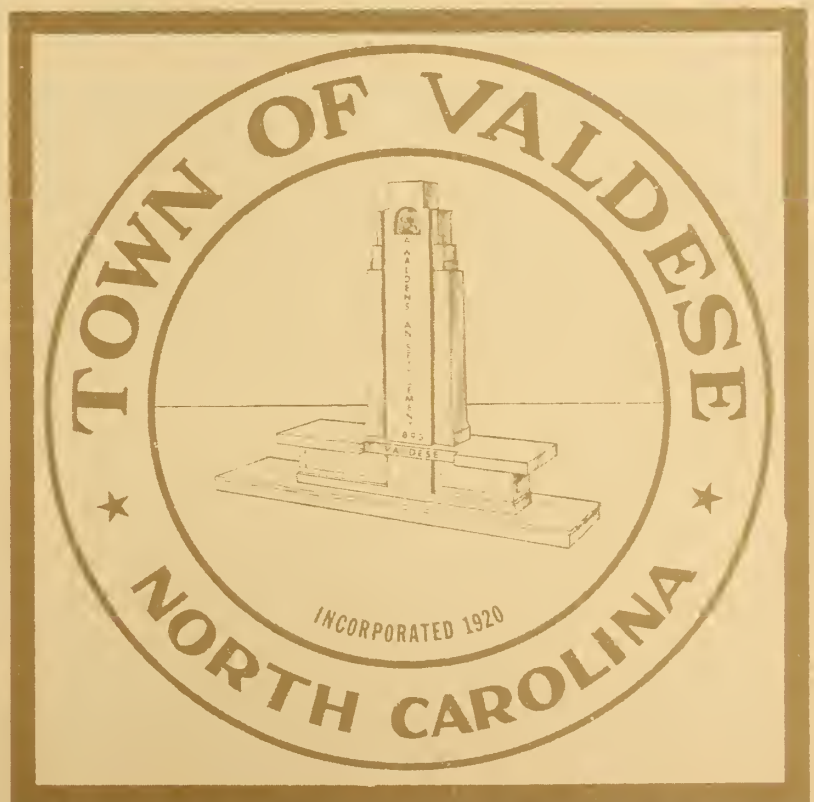
This study has laid the ground work for the Land Development Plan which follows in the next section. The data within this report will make it possible to project future land use needs based on past needs and a ratio formula which establishes a direct relationship between population and land uses.

The Land Development Plan is a composite of the following: a partial analysis of the existing community facilities; estimates of the land which will be needed for transportation; commercial, residential and social uses; and a thoroughfare plan which will encompass local and commercial streets, collector streets and major arterials.

Methods of implementation are discussed. Such legal tools as subdivision regulations, zoning, housing codes, and public improvements programming are outlined.



# LAND DEVELOPMENT PLAN







# LAND DEVELOPMENT PLAN AND SKETCH THOROUGHFARE PLAN

**VALDESE**  
North Carolina

2000' 0 2000'  
Scale In Feet



Existing	Proposed	LEGEND
		Residential - Density
		Low to Med. Short Range
		Low to Med. Long Range
		Multi-Family - Public Housing
		Low Density - After 1985
		Retail Services
		Manufacturing
		Public and Semi-Public
		Recreation
		Open Space
		Major Thoroughfare
		Grade Separation



## LAND DEVELOPMENT PLAN

The Valdese Land Development Plan involves the identification of the areas in and around the town that are best suited for residential, business, manufacturing, and social and cultural uses, and includes the best sites for parks, playgrounds, schools, etc., and a system of roads designed to relieve present congestion and serve expected future uses. It is based on prior planning elements, i.e., population and economic projections, land use statistics and the analysis of existing conditions plus trends and assumptions. Map 8 correlates all of these elements into a unified guide for the future development of Valdese.

### FUTURE LAND USE PROJECTIONS

For this section of the report it will be assumed that future land use will occur at approximately the same density as now exists and will be directly proportional to population increases.

The table which follows was compiled from the Valdese Population and Economy Report. The reasoning behind the plan is based on these projections; however, it must be remembered that these projected figures are not predictions -- they are intended merely as an indication of what will happen if past trends continue unchanged.



TABLE 4                      POPULATION PROJECTIONS FOR VALDESE  
AND SELECTED AREAS, 1960-1985

	Valdese	Planning Area	Burke County
1960*	2,941		52,701
1965**	3,040	5,770	55,981
1970***	3,138	6,059	59,262
1975***	3,235	6,347	62,593
1980***	3,331	6,636	65,816
1985***	3,359	6,924	68,755

\*U.S. Bureau of the Census

\*\*Estimated by the Division of Community Planning  
from house counts

\*\*\*Projected by the Division of Community Planning

#### RESIDENTIAL DEVELOPMENT

Since more than half (55.4%) of the Valdese corporate area and almost one-fourth (23.7%) of the fringe area are already urbanized, the Plan has considered this existing development. The geographical location of the town has also been taken into consideration before planning future growth areas. Natural and man-made barriers will impose some limits on future growth. To the north and just beyond the planning area is the Catawba River; to the east the Rutherford College Community; to the south Interstate 40 with mountainous terrain; and to the west the town of Drexel and its fringe area.

Considering these barriers along with the existing land use and general topography, the Land Development Plan utilizes the adopted sketch thoroughfare plan and divides the planning area into four neighborhoods --

Neighborhood 1 - on the northwest side of town, is composed of Study Areas 1 and 5.

Neighborhood 2 - on the northeast side of town, is composed of Study Areas 2 and 6.

Neighborhood 3 - on the southeast side of town, is composed of Study Areas 3 and 7.

Neighborhood 4 - on the southwest side of town, is composed of Study Areas 4 and 8.



Residential lands have been allocated an area of 563 acres for future growth. Much of this new growth will take place in the fringe areas. Each neighborhood has about 30 per cent of its residential area planned for medium density, i.e., four dwelling units per acre. The remaining 70 per cent has been planned for low density development, i.e., two dwelling units per acre.

The residential development has been divided into development periods, which are:

Low-to-Medium Density (Short-Range - 1965-1975)

Residential development during this period should be confined primarily to the present town limits. While it is not expected that development of all vacant land in town will occur, emphasis should be on concentrating as much residential development in town as possible within the densities indicated.

Low-to-Medium Density (Long-Range - 1975-1985)

Residential development during this period will be located primarily outside the present town limits. Some fringe area residential development will naturally take place during the short-range period but most is expected after 1975.

Low Density (After 1985)

These areas will require subdivision development as roads and utilities are not nearby. Even then, large outlays of capital will be necessary.

Extension of the sewer system will prove uneconomical in some areas, particularly on the south side of town in Neighborhoods 3 and 4, because of topographical conditions. However, these areas could be served by public water with the installation of an elevated tank. If the existing checker-board street pattern is extended over the roughly rolling terrain, a large number of lots unsuited for their intended uses will be created. Development in the area would then be scattered and possibly of a rather low quality. Therefore,

it is recommended that the checkerboard street pattern be discouraged and a curvilinear pattern be introduced which conforms to the natural terrain and provides a more desirable type development.

On the north and northeast sides of the planning area, where the majority of growth will most likely take place, it is recommended that a curvilinear street pattern also be introduced. There are extensive undeveloped areas just outside the corporate limits which are ideal for residential development. In particular, there are excellent sites located off SR 1545 (better known as Laurel Street). Other prime residential lands exist between SR 1546, SR 1547, and US 64-70 toward the northeast. There are few dwellings in these areas at present; however, the potential which these areas have will eventually enhance the Valdese Planning Area.

The areas which have been planned for multi-family living are within the corporate limits of Valdese and close to the central core area. The "Frog Hollow" and "Crow Hill" sections of Neighborhood 4 have been designated for redevelopment. In particular, housing located just off Spring Street should be razed and public housing built in its place. Density within the area should not exceed 12 families per acre.

The residential section of the Land Development Plan considered such elements as:

Access: Residential areas should be located so that they facilitate travel between them and places of major employment such as industrial and commercial districts.

Traffic: Through traffic should be kept out of residential areas. This can be brought about through the enforcement of subdivision regulations, design standards, and by using highways for the outside boundaries of the residential areas.

Population: It is important to distribute housing throughout the town in a manner that fosters easy communications between people, goods and services. Therefore, the plan should recognize the need for residential areas of a variety of densities to meet various needs and incomes.

Density: Usually densities are the highest around the core area of the town (commercial area) and around industrial areas. Density once established by the plan and enforced through zoning will set the basis for planning future schools, streets, and public utilities.

Residential planning should also be closely related to the elements of a neighborhood plan, such as street layout and the location of schools, community facilities and shopping centers. Hence, good planning should consider such criteria as light and air for the dwellings, protection against noise and odors, family needs for outdoor space, and safety from accidents and fire.

The plan is based on the anticipated 1985 population of the Valdese planning area -- which has been estimated to be between a high of 6,089 and a low of 3,359 -- depending mainly on the economic circumstances and annexation practices.

The Land Use Analysis lists the existing land uses in acreage found in the planning area. Using this data and projecting it in direct proportion to the future population, it can be shown that the Valdese planning area can expect to have the following acreage in use in 1985:

GIVEN:	1966 Planning Area residential acreage..	1,107
	1965 Estimated Planning Area population.	5,770
	1975 Population projection .....	6,347
	1985 Population projection .....	6,924

- A. 1,107 acres of land divided by 5,770 persons equals 5.2 persons per acre in 1965.
- B. From the 1985 population projection (6,924) subtract the estimated 1965 population (5,770) to get 1,154 additional people expected by 1985 within the planning area.
- C. Therefore, 5.2 persons per acre divided into 1,154 additional people expected in 1985 equals 222 acres of land needed for new residential development.
- D. Future non-residential land use needs were then computed in direct proportion to growth in residential land usage after having adjusted the percentage distribution to reflect logical expectations deriving from incremental growth. Since residential land use in 1965 accounted for 60% of the developed acreage, new residential development was likewise assumed to require 60%. As the new residential development has been computed at 222 acres, it can thus be determined that the total increment needed by 1985 would be 370 acres.

TABLE 5 EXISTING AND FUTURE LAND USE IN ACRES

	Existing Land Use Acreage	Per Cent of 1965 Developed Land	Per Cent Used for Proj.	1985 Projected Additional Acres Needed	1985 Additional Acres Actually Allocated
Residential	1,106.8	60.0	60.0	222.0	563.0
Retail Trade & Services	68.3	3.0	3.0	11.1	45.3
Manufacturing	105.2	6.0	16.0	59.2	567.0*
Social & Cultural	95.9	5.0	5.0	18.5	288.0**
Transportation	479.8	26.0	16.0	59.2	111.2
Total	1,856.0	100.0	100.0	370.0	1,574.5

\*Includes 450 acres of Duke Power Company's holdings.

\*\*Assumes golf course on Duke Power Company's holdings --  
150 acres and related facilities.

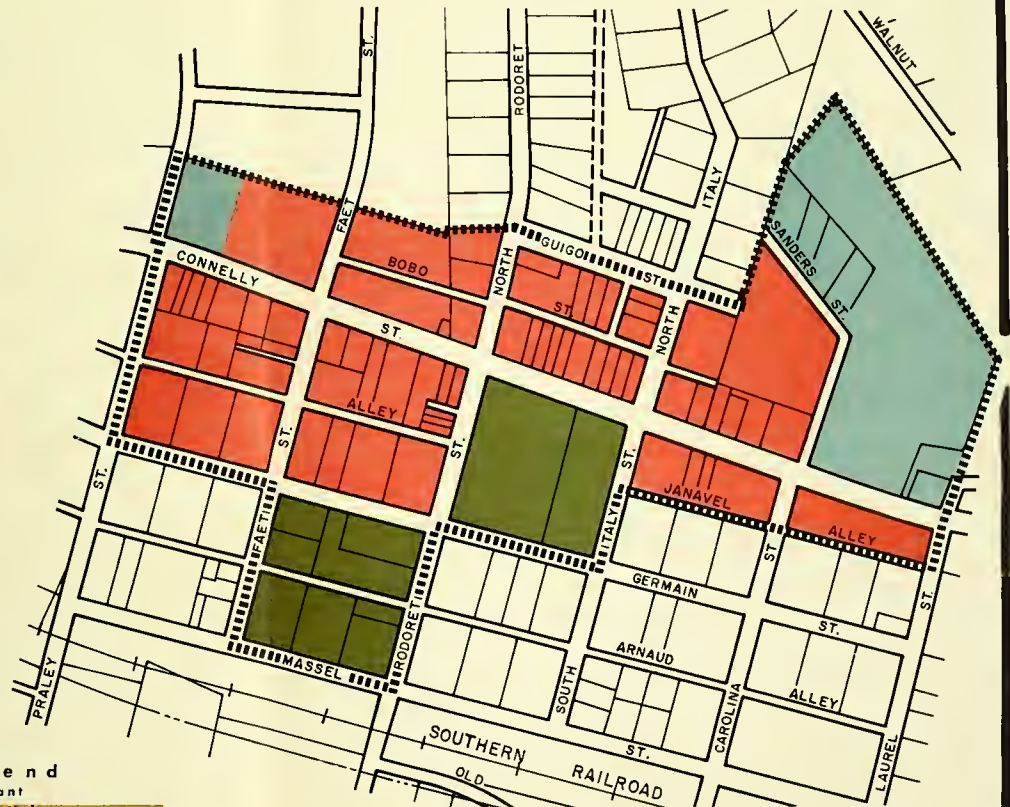


# VALDESE North Carolina **C B D**

400' 0 400'  
Scale in Feet  
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GENERALIZED  
EXISTING LAND USE



PROPOSED LAND USE





## RETAIL TRADE AND SERVICES DEVELOPMENT

Retail trade and services development for Valdese consists of three elements:

- 1) Central Business District
- 2) Highway Business areas
- 3) Neighborhood Shopping Centers

### Central Business District

The existing central business district (CBD) embraces about 24 acres of developed land, and another 9 acres which are vacant. Map 9 illustrates the existing CBD as compared to the one proposed in the Land Development Plan. The present CBD should be enlarged by approximately 8 acres. The 9 vacant acres are proposed for future development in the plan. To develop the enlarged CBD, the following are proposed.

1. The gradual "phasing out" of 15 residential dwellings within the CBD.
2. The acquisition of land for a new City Hall and fire station off Massel Street and the corner of Faet Street.
3. The renovation of the present City Hall and fire station for either commercial or professional office uses.
4. The rehabilitation of the eight residential dwellings facing the Valdese Elementary and High School or the development of that area for commercial purposes.
5. The eventual prohibition of on-street parking on Connelly Street.
6. The establishment of off-street parking in the CBD.
7. The upgrading of the rear of the stores in the CBD with rear entrances and parking areas.

In order for these proposals to succeed they must have the cooperation and support of the local merchants and other influential citizens. It is further recommended that a general "clean-up fix-up" campaign be undertaken in the core area. The addition of some street furniture such as shrubbery, waste baskets, and benches would greatly enhance the CBD.

#### Highway Business Areas

Two highway business areas are proposed: one along US 64-70 and the other along the proposed new Ribet Street. Enterprises such as garages, restaurants, motels, gasoline service stations, and certain wholesale activities would occupy these areas. These commercial establishments must have larger land areas so that they can provide for off-street parking, loading and unloading areas, service roads, landscaping and buffering zones to protect adjoining incompatible land uses. One of the major objectives of the plan is to consolidate these larger commercial uses. This will prevent them from spreading along US 64-70 in an uncontrolled way which would create undesirable "strip commercial" conditions. This objective can be accomplished through zoning.

SITE 1. This site is located between two major thoroughfares: one existing, N.C. 350, and the other proposed in the thoroughfare plan as Ribet Avenue extended. This highway business area contains about 190 acres. The site is conveniently situated next to the Southern Railroad where easy freight unloading can take place. This site also has adequate main roads for truck traffic and delivery.

SITE 2. This site is located in the outer fringe area on US 64-70 in the Rutherford College Community where SR 1001 intersects US 64-70. Approximately eight acres are allocated within this site. There are some existing commercial uses and the location is a "central" area for the eastern section of the planning area.

## Neighborhood Shopping Centers

Trends in the last twelve years or so have been toward grouping retail and service businesses into planned shopping centers. These developments tend to cluster around major intersections. Typical uses are food and drug stores, beauty and barber shops, dry cleaners and laundrettes. Conveniences such as these are very necessary throughout the planning area, hence four small neighborhood shopping centers are proposed.

- SITE 1. This site contains about 4 acres and is located near the intersection of SR 1546 and SR 1545 on the northwest side of town in Neighborhood 1.
- SITE 2. This site contains about 4 acres and is located at the intersection of SR 1546 and SR 1001 in Neighborhood 2 in the extreme northeast corner of the Rutherford College Community. Development of the site will probably not occur until the latter part of the planning period.
- SITE 3. This site is located at the intersection of SR 1554 and SR 1001 near the Valdese Hospital and has about 2½ acres. The site is well located for support services of the hospital such as drug stores and doctors' offices or clinics.
- SITE 4. This site contains about 4 acres and is located in Neighborhood 3 off NC 350. The site is now occupied by a service station, food store, and a laundromat. In order to enlarge the proposed site, some grading will be necessary.



## MANUFACTURING

The growth and prosperity of Valdese, or most any other town, depends mainly on how much manufacturing activity is taking place and how successful it is over a period of time. Modern industries require adequate space for one-story buildings, for parking, storage and other purposes. Sites must be readily accessible to good highways and in many cases to railroad facilities.

A total of 567 acres have been set aside for future manufacturing plants. Four-hundred and fifty acres of this total are owned by Duke Power Company in the northeast quadrant and can be leased on a long-term basis provided the initial investment is in the millions. Duke Power's property is within easy access of a 12 inch water main and is served by SR 1546. The land is relatively flat and has plenty of natural beauty to be captured in landscaping.

Other new manufacturing sites are proposed to be located in the outer fringe area since a greater selection of sites exists there and they are adequate in size. The site between US 64-70 and SR 1740, which is under development, should be augmented by approximately 48 acres. The site is well situated astride the Southern Railroad with access to Interstate 40 and US 64-70. Manufacturing sites also have been selected along Interstate 40 where relatively flat lands are available. Total acreage for these sites along Interstate 40 amounts to about 29.0 acres. All are located close to an interchange where easy access can be gained to Interstate 40.

A 20 acre site west of the town limits between US 64-70 and the Southern Railroad and adjacent to SR 1728 is proposed for manufacturing use. The site is relatively flat, has good access to transportation, and can be served by the town's water and sewer systems.

The existing manufacturing plants, i.e., Alba-Waldensian Company, Crestline Furniture Company, Burkyarns, Waldensian Hosiery Mill, Valdese Weavers and the Waldensian Bakery all have been allocated space for plant expansions wherever possible. Approximately 40.5 additional acres have been allocated for these firms.

In selecting manufacturing sites, the following criteria were taken into consideration:

ACCESS. Industry no longer accepts inaccessible sites reached through narrow residential streets; hence, new manufacturing sites should be located where they will have convenient access to major arterial streets and railroads. Whenever possible, such manufacturing areas should be located between the two.

DISPERSAL. Manufacturing districts should be located in various areas of the town and the one-mile perimeter (for the sake of economy in terms of the time and cost of travel as well as to spread peak-hour traffic loads over many thoroughfares).

NUISANCE. Zoning should be used to control the location of industries. Industries of such a nature that nuisance factors cannot be satisfactorily eliminated should be located where they are a minimum deterrent to other land uses.

SITE CHARACTERISTICS. Reasonably level land is desired and preferably with not more than a 5 per cent slope, allowing for good drainage and capable of being graded without undue expense. Irregular sites with projections, indentations, and acute angles should be avoided.

BUILDING LINE SETBACK. Setbacks up to one-hundred feet are appropriate along major highways.

OFF-STREET PARKING. Areas should be large enough to provide off-street parking for employees, customers and others who service the plant.

UTILITIES. Power, water and waste disposal facilities should be available at or near the site.

BUFFERS. Manufacturing areas should be separated from residential areas by the use of buffers either man-made or by the natural topography of the land.

Valdese is heavily dependent upon home-grown industries related to textile manufacturing. There is a need for diversification in the town's industries. It is recommended that efforts be made in recruiting other small industries which are not related to the textile fields. This would enlarge the town's economic base and provide some additional insurance in case something should happen to the textile industry.

#### SOCIAL AND CULTURAL AREAS

The physical, mental and spiritual growth of all Valdese citizens is very important to the overall welfare of the community; hence, social and cultural land sites will be discussed -- limited mainly to site adequacy, since other factors will be covered in some detail in the forthcoming Community Facilities Plan.

#### School Facilities

The Valdese Elementary School has a design capacity of 800 students and is located on a 10-acre site (18 acres recommended to meet standards). The Francis Garrou High School located next to the Elementary School has a design capacity of 400 students and occupies an 18-acre site (34 acres recommended). The total acreages of the two school sites shows a deficiency of 24 acres; however, short-range school plans call for the construction of a new consolidated high school in Neighborhood 4. The new site will cover approximately 47 acres, and the school will have a design capacity of 1,400 students. This school will replace the existing Valdese and Drexel High Schools

which eventually will be used as additional facilities for elementary students and thus relieve the acreage shortage at the present site.

### Park Facilities

The existing recreational facilities in Valdese are adequate in a way -- meaning that recreational acreage meets the National Recreational Association standards, i.e., one acre of park or playground for every 100 persons in the population. However, there is a lack of adequately spaced neighborhood parks in the planning area.

The following concepts were adhered to in planning future recreational sites:

Sites should be large enough and properly located for efficient operation and maintenance. They should be quiet, clean, safe and protected from strong winds, heavy traffic and undesirable developments.

Active recreation areas should be separated according to age groups that will use them and be easily accessible to the public.

Recreational facilities should be combined with school facilities to serve as recreational and educational centers for neighborhoods or groups of neighborhoods.

Proposed parks and recreational areas are as follows:

SITE 1. Approximately 150 acres of Duke Power Company property along the Catawba River have been designated for a large recreational preserve where such activities as boating, hiking, golfing, camping, and fishing could be enjoyed.



- SITE 2. Approximately 32 acres of park land have been allocated opposite North Church Street, north of the existing corporate limits. This area contains low-lying land which functions as a drainage area for the Catawba River. With some filling and grading the site could be developed into a nice park where such facilities as swings, slides, see-saws, tennis courts, swimming pools, ballfields, etc., could be enjoyed.
- SITE 3. Approximately 26 acres have been allocated on Alba-Waldensian Hosier Mill property. This area is also a low-lying drainage way. It too could be developed into a park and equipped as noted in Site 2.
- SITE 4. Approximately 17 acres have been allocated in Neighborhood 4 just outside the existing corporate limits. This site is also low-lying, and could be equipped as noted in Site 2.
- SITE 5. Approximately 16 acres have been allocated in Neighborhood 3 opposite the old city water plant as a park and could be equipped as noted in Site 2.

Other Recommendations:

1. All potential watersheds, streams and creeks should be protected from being filled with debris trash, and so forth.
2. The mountainous terrain south of Interstate 40 offers potential for a large recreational area. It is recommended that some thought be given to establishing a county park in this area in the future.

# SKETCH THOROUGHFARE PLAN

VALOESE  
North Carolina

2000' 0 2000'  
Scale In Feet



Existing Proposed LEGEND  
 Major Thoroughfare  
 Grade Separation



## THOROUGHFARE PLAN

The function of thoroughfare planning is to provide a thoroughfare system which will serve adequately the anticipated traffic. The main concept of the plan is to provide for a well-planned system of streets which will permit easy movement of traffic from one point in the town to another. Without such a plan, a town would soon stagnate and die in its own traffic congestion. This being so, the use of land, the size of streets and patterns of circulation act as boundaries and barriers to the growth of a town. It is essential to have a thoroughfare plan so that when the need arises, major streets are provided in accordance with the Land Development Plan and programmed in the town's Capital Budget.

Some of the major benefits to be derived from thoroughfare planning are:

1. A minimum amount of land will be required for street and highway purposes.
2. Each street can be designed for a particular purpose which leads to stability for traffic and land use patterns.
3. Because each street is designed for a particular purpose, a substantial saving can be realized in street construction programs and street maintenance costs.
4. City officials will know when improvements will be needed and can schedule funds accordingly.
5. School, park, library and fire officials can plan and locate their facilities in desirable places with knowledge of land use and street system stability.
6. Local citizens will know which streets will be developed as major thoroughfares and thus will be put more at ease by realizing that their residential street will not one day become a major traffic artery.
7. Land developers will be able to design their subdivisions so that subdivision streets will function in a non-conflicting manner with the overall plan.



The present street system has caused many unnecessary conflicts between vehicular and pedestrian traffic in the CBD. For example, traffic is forced to go through the CBD to reach areas on the other side of town. In other cases local traffic has to go across or use heavily travelled US 64-70 to reach its destination. This should not be the case. Local traffic should be able to circle or bypass the CBD without interfering with downtown traffic. Along with these conflicts, portions of streets in some of the residential areas are laid out in an illogical manner and hinder the circulation of traffic from one area to another. Past developers have caused some of these problems because they did not consider the overall circulation needs of the town when laying out their subdivisions. In some cases the topography probably caused a few problems -- but hardly all of them.

In 1963 the Town had a consulting traffic engineer develop a major thoroughfare plan which was adopted by the Town of Valdese on October 7, 1963, and by the North Carolina State Highway Commission on December 5, 1963. However, since that time little effort has been made to bring about any of the proposed roads or streets. This thoroughfare plan is shown on Map 10 and is described as follows:

A major street has been proposed which will carry traffic around the town on the south. It will start on the east near the old city water plant and proceed across the Southern Railroad tracks and connect with Ribet Avenue Extension. This street proceeds directly west and connects with Powell Drive where it ties into SR 1729, which goes under the Southern Railroad to US 64-70 and SR 1540.

A major street has been proposed which will move traffic around the CBD to separate automobile traffic from pedestrian traffic as much as possible. This street starts at North Laurel Street, crosses US 64-70 and ties into Germain Street, which in turn ties back into US 64-70.

Other thoroughfare proposals include:

Realignment of SR 1540 to straighten out its alignment and to tie into SR 1729 and US 64-70.

Proposed new alignment for South Carolina Street to straighten out a dangerous curve.

Three bridges are proposed on the southeast side of town: two over Micol Creek, the other across the Southern Railroad tracks.

A bridge and an underpass are proposed on the southwest side of town: a bridge over McGalliard Creek and an underpass for SR 1729 which will have to go under the Southern Railroad tracks.

No new major street was proposed on the north side of town in the thoroughfare plan adopted in 1963. The Planning Board, however, felt that one was needed to facilitate east-west movement of traffic in this rapidly developing residential area. Therefore, it is proposed that the following major street (shown on Map 10) be added to the Major Thoroughfare Plan:

Beginning near the intersection of SR 1549, SR 1547 and Corville Avenue and travelling west across SR 1545 to North Church Street Extension about 500 feet north of Harris Street.

With the construction of the proposed major streets in the plan, future and present industrial, business and school sites as well as residential sections of the community will have easy access to other sections of the planning area.

#### Procedures of Implementation

1. Long-range programming of improvements where costs will be met by the town with a certain percentage from the State.
2. Annual allocations of town funds to purchase rights-of-way in those areas where it will not be possible to obtain rights-of-way by dedication.
3. Require subdivision plats through subdivision regulations to conform with the Land Development Plan.
4. Understand the thoroughfare plan and be aware of where and when necessary street widening and construction should occur.

## IMPLEMENTATION OF THE LAND DEVELOPMENT PLAN

If the Land Development Plan is to mean anything to the Town of Valdese it must be implemented. Several tools are recommended such as zoning, subdivision regulation, building codes, public improvements programming, public housing and citizen participation.

### ZONING

Zoning is perhaps the most extensively used tool in implementing a land development plan. A zoning ordinance helps to insure that a logical distribution of the various land uses and dwelling densities is achieved. It also leads to land use and subsequent traffic flow stability. Hence, zoning is important in bringing about both thoroughfare development and general land development. Most modern zoning ordinances set standards for the provision of off-street parking spaces by new developments with the goal of eventual prohibition of all on-street parking on major streets.

Valdese has a working zoning ordinance in effect now. However, this ordinance covers only the incorporated area. The Division of Community Planning, under the existing contract with Valdese, will rework and streamline the town's present zoning ordinance so that it will cover the fringe area as well as the incorporated area. It should be remembered that zoning is not an end in itself; it should be revised from time to time to insure that development approaches the Land Development Plan.

## SUBDIVISION REGULATIONS

The Town of Valdese recently adopted subdivision regulations (April 3, 1967). This ordinance requires anyone subdividing land to submit a plat of his proposed subdivision to the Planning Board for approval before proceeding with the subdivision. Incorporated into this regulation are minimum design standards and monumentation requirements which a developer must adhere to. The developer can be required to follow certain minimum standards in construction of curbs and gutters, street pavement, water mains, sanitary sewers and storm drainage lines. Proper subdivision controls also give protection to the subdivider and home buyer as well as equal treatment and discouraging land speculation.

## BUILDING AND HOUSING CODES

Plan implementation depends heavily on the adoption and enforcement of a number of codes enacted for the purpose of safeguarding public safety and health through the regulation of building construction and housing maintenance. The building codes adopted by the Town are designed to guarantee that new structures are sound from an engineering standpoint. The requirements are that a structure must be built adequately to provide for fire protection, ventilation and the necessary strength to avoid collapsing. Obviously, structural, plumbing, heating and electrical factors are involved.

Yet to be adopted in Valdese are minimum housing codes designed to protect the occupants of existing residential structures in the following ways:

- by requiring that there will be no overcrowding;
- by requiring adequate separate sanitary facilities;
- by requiring adequate light and air;
- by requiring adequate human environment by arrangement and design of rooms.



## PUBLIC IMPROVEMENTS PROGRAM

Valdese has contracted for a public improvements program. This study will be forthcoming after the completion of the Land Development Plan. It is easier to implement the plan with a public improvements program (which is a long-range, 20 year plan for the scheduling of public improvements such as new equipment, streets, water lines, etc.). The public improvements program identifies and lists all public improvements that will be needed during the planning period.

Public improvements scheduling is based upon three criteria. First, the proposed projects must be selected on the basis of community need. Second, the projects must be developed within the financial resources of the town, based on a sound, financial plan. Third, the program must be kept flexible through periodic review and revision.

A capital improvements budget, which is not an element of the present contract, should then be prepared. Such a budget would list improvements that are to be carried out over a period of five or six years on an annual basis. This program would indicate from whence the monies would come, the priority of the proposals, the cost of the improvements and the relationship of the project to the town's overall financial setup.

## PUBLIC HOUSING AND OPEN SPACE PRESERVATION

Two Federal programs which are aids in development are public housing and open space preservation. In fact, Valdese has established a housing authority and has plans under way for public housing. Certain sites have been chosen and contracts for the construction will soon be let. Approximately 100 units of public housing will eventually be built upon two sites which are designated in the Land Development Plan.

The open space provisions of the Housing Act of 1961, as amended, provide grants for public acquisition of land for parks and recreational purposes. The Federal Government will pay up to 50 per cent of the cost. Grants such as these provide ways whereby Valdese can bring about the implementation of the recreation portions of the plan.

#### CITIZEN PARTICIPATION

It is essential that the plan and its proposals be well publicized in an effort to inform local citizens of its objectives. Once this is done, public officials will find that most local citizens will work for the accomplishment of the plan. Some ways of educating the public are: meetings, hearings, debates, polls and surveys. The press, radio and television are very helpful.

#### PLANNING - A CONTINUOUS FUNCTION

The Land Development Plan is intended to provide a flexible guide for the future development of the Valdese Planning Area. The Plan is flexible since it is not possible to foresee all circumstances which will affect future growth. Thus, periodic updating to adjust for new developments will be necessary.

In addition, the scope of this plan provides for only a certain level of planning. When actual projects are undertaken, it will be necessary to provide a more detailed evaluation, particularly in view of time intervals involved.







